

and (iii) of this section may be accomplished through appropriate analytical means.

(b) The operation test must include all testing found necessary by the Administrator to demonstrate that the engine has safe operating characteristics throughout its specified operating envelope.

[Amdt. 33-4, 36 FR 5493, Mar. 24, 1971, as amended by Amdt. 33-6, 39 FR 35469, Oct. 1, 1974; Amdt. 33-10, 49 FR 6853, Feb. 23, 1984]

§ 33.90 Initial maintenance inspection.

Each engine, except engines being type certificated through amendment of an existing type certificate or through supplemental type certification procedures, must undergo an approved test run that simulates the conditions in which the engine is expected to operate in service, including typical start-stop cycles, to establish when the initial maintenance inspection is required. The test run must be accomplished on an engine which substantially conforms to the final type design.

[Amdt. 33-10, 49 FR 6854, Feb. 23, 1984]

§ 33.91 Engine component tests.

(a) For those systems that cannot be adequately substantiated by endurance testing in accordance with the provisions of § 33.87, additional tests must be made to establish that components are able to function reliably in all normally anticipated flight and atmospheric conditions.

(b) Temperature limits must be established for those components that require temperature controlling provisions in the aircraft installation to assure satisfactory functioning, reliability, and durability.

(c) Each unpressurized hydraulic fluid tank may not fail or leak when subjected to maximum operating temperature and an internal pressure of 5 p.s.i., and each pressurized hydraulic fluid tank may not fail or leak when subjected to maximum operating temperature and an internal pressure not less than 5 p.s.i. plus the maximum operating pressure of the tank.

(d) For an engine type certificated for use in supersonic aircraft, the systems, safety devices, and external com-

ponents that may fail because of operation at maximum and minimum operating temperatures must be identified and tested at maximum and minimum operating temperatures and while temperature and other operating conditions are cycled between maximum and minimum operating values.

[Doc. No. 3025, 29 FR 7453, June 10, 1964, as amended by Amdt. 33-6, 39 FR 35469, Oct. 1, 1974]

§ 33.92 Rotor locking tests.

If continued rotation is prevented by a means to lock the rotor(s), the engine must be subjected to a test that includes 25 operations of this means under the following conditions:

(a) The engine must be shut down from rated maximum continuous thrust or power; and

(b) The means for stopping and locking the rotor(s) must be operated as specified in the engine operating instructions while being subjected to the maximum torque that could result from continued flight in this condition; and

(c) Following rotor locking, the rotor(s) must be held stationary under these conditions for five minutes for each of the 25 operations.

[Doc. No. 28107, 61 FR 28433, June 4, 1996]

§ 33.93 Teardown inspection.

(a) After completing the endurance testing of § 33.87 (b), (c), (d), (e), or (g) of this part, each engine must be completely disassembled, and

(1) Each component having an adjustment setting and a functioning characteristic that can be established independent of installation on the engine must retain each setting and functioning characteristic within the limits that were established and recorded at the beginning of the test; and

(2) Each engine part must conform to the type design and be eligible for incorporation into an engine for continued operation, in accordance with information submitted in compliance with § 33.4.

(b) After completing the endurance testing of § 33.87(f), each engine must be completely disassembled, and